

MANY CARS PENALIZED.

HARD RUN TO PITTSBURG.

*One Machine Fired On from Ambush
and Another One Wrecked.*

By Telegraph to The Tribune.]

Pittsburg, July 13.—Many cars came to grief in the run of the American Automobile Association from Canton, Ohio, to Pittsburg to-day, a distance of about a hundred miles. Eleven cars were penalized in the contest for the Glidden trophy and two for the Hower Cup. It was the hardest day's run of the tour, as bad roads and steep hills made all kinds of trouble. The cars were allowed to stop only under the most favorable conditions.

The chief trouble came between New Brighton and Pittsburg. Laborers were at work on some of the roads, laying down stone, while carts and horses used for hauling the stones blocked the narrow way. Dangerous water breakers were encountered, deep mud holes and stony roads, and, briefly, the route offered every conceivable variety

or had gotten. The hot sun and the thick clouds of dust also added to the discomfort of the motorists. In the town large, rowdy crowds gathered to see the cars go by. Many of the houses were covered with flags and bunting. At Beaver Falls a great throng gathered to do the tourists honor. Here a girl got delight by throwing lemon drops in paper cups to the motorists. Immense crowds gathered in the streets as the tourists entered Pittsburgh, and traffic was almost stopped. A committee of the Automobile Club of Pittsburgh and Chairman Hower in the city car at the head of the huge escort of the tourists, delayed the race. Some of the late cars that had been delayed raced at high speed into the city, breaking through the crowd. The race was not started. The tests-to-night over the short time allowed them to complete the run over such wretched roads.

One driver called Mr. Hower's attention to the fact that the road was not good. The road from Pittsburgh, good brick and macadam roads, with a bit of dirt road, but good going. A change of route into Pittsburgh was made this morning when the committee learned that the roads from the guide book were impassable in places. Instead of entering Allegheny by the Brighton road from

R. H. Tucker, of the Cleveland Automobile Club, driving a 1936 Packard, Royal Tourist, with a 1934

McHanchin, Charles Jardine and F. S. Espy as passengers, was fired on twice near Arlington by a man hidden in a thicket. Thinking a tire had exploded, the occupants of the car got out to in-

A. M. Robbins lost control of his car and ran off the road into a ditch, wrecking the machine. Nobody was seriously injured.

The eleven cars in the Glidden contest penalized to-day, four had perfect scores previously. Two represented the Automobile Club of Cleveland. They were the 40-horsepower Lenzor of S. Black and the 35-horsepower Gaeth car of P. Gaeth. The former lost fifty-seven points and the latter three. The 16-horsepower Maxwell of L. C. Kirbman and the 30-horsepower Haynes car of F. V. Vitt were penalized thirty-seven and two points, respectively.

Other cars to be penalized were as follows:
F. E. Dayton's 40-45-horsepower Columbia, 43 points; A. Cuneo's 35-horsepower Rainier, 8 points; W. J. Howard's 30-horsepower Oldsmobile, 3 points, and J. W. Mears's Acme, 37 points.

The Automobile Club of Pittsburgh is now the only club with a perfect score for the Glidden trophy.

JAPANESE AUTOMOBILIST ARRIVES.
Son of Tokio Steel King Drove His Car 93
Miles an Hour at English Race.

Among the passengers on the Hamburg-American liner Deutschland, which arrived here yesterday from Hamburg, was K. Okura, a son of the Japanese steel king, of Tokio. He is taking a law course at Cambridge University.

Mr. Okura is an automobile enthusiast, and, ac-

According to those who travelled across the Atlantic with him, he is a prolific spender of cash. In addition to his baggage, the young man has four high-powered fast automobiles. One of them is a Fiat, which he drove at the Montagu cup race outside of London shortly before he sailed for New York.

Mr. Okura said yesterday that he had had no intention of driving the car, as it had been arranged by the manufacturers to have it driven by Wagner, the winner of the last Vanderbilt cup race. But Wagner injured his wrist the day before the race. While the Fiat car belonged to Mr. Okura, the company had planned to enter it, and requested Mr. Okura to drive it. He agreed.

Mr. Okura is on his way to Japan, where he will spend a brief vacation.

TWO AUTOMOBILES BURNED.
Firemen Nearly Drive One Out of Reach
with Stream of Water.

Freeport, Long Island, July 13.—A small automobile owned by Charles Lutz, who lives south of Lynbrook, and which was valued at about \$1,000, was going through Rockville Centre to-day when the petroleum began to leak, and soon flames were shooting from the radiator. Mr. Lutz deserted the machine.

The Fire Department directed a stream on the machine, which then began to back down the street, when out of reach of the stream the automobile stopped. The firemen buckled on more hose and went at the flames again and again. The machine backed away, still blazing. Then it dawned on the firemen that it was the force of

Automobile No. 38,500, New York, belonging to

L. J. Howe, of No. 1209 Park avenue, Manhattan, took fire at the gasoline tank yesterday while on Thompson avenue, near Madison avenue, Winfield, Queens. The machine was wrecked by the flames.

Girl of Six Killed by Fall After Game with Her Friends.

erine McPartland, daughter of John McPartland, a Brooklyn watchman, yesterday morning. With other children the girl had exhausted the list of games in front of her home, No. 121 Rogers avenue, and it was then suggested that they go to the roof of the three story tenement house at No. 725 Park

Place, and play tag. Katherine was one of the first to climb up the stairs, evading the watchful eye of the janitor.

For a time the fun waxed fast. The children ran around the chimneys on the sand covered roof with the "it" in pursuit. It came Katherine's turn to be the "it," and only after a long chase she succeeded in tagging and tagging and tagging.

Then the children heard a scream, and on looking at the place where Katherine had been sitting, they saw that she had been killed.

They could see the body of the child turning over and over in the air as it fell.

on the gram while somebody sent in a hurry call to the Swedish Hospital for an ambulance. When it arrived with Dr. Green there was nothing to do for the physician. He said death had come instantaneously. Almost every bone in her body was broken.

Automobiles.

C. G. V. RUNABOUT, chassis, not run over four hundred miles, is a 1922 model, first class condition, cost new \$5,750, will sell for \$4,750. CORBIN MOTOR VEHICLE CORP'N, 1888 Broadway, New York City.

SEVEN-PASSENGER 1905 PANHARD, side entrance to tonneau, first class condition; just spent \$1,000 completely overhauling same; cost of car now, \$8,900, will sell for \$4,000. CORBIN MOTOR VEHICLE CORP. N. 12nd Broadway